

COMNAVAIRLANTINST 3500.57
02
1 APRIL 1987

COMNAVAIRLANT INSTRUCTION 3500.57

Subj: ROTARY WING READINESS AND SAFETY

Ref: (a) OPNAVINST 3710.7L
(b) OPNAVINST 3750.6P
(c) COMNAVAIRLANTINST 3510.2G

Encl: (1) Memorandum of Understanding between COMNAVAIRLANT/COMNAVSURFLANT
of 14 Jan 87

1. Purpose. The purpose of this instruction is to increase combat readiness and improve flight safety in all commands having Naval Air Force, U.S. Atlantic Fleet helicopter assets assigned. Further, it amplifies references (a) through (c) and establishes procedures for unit inspections in the areas of operational readiness, training, safety, standardization, manning and aircraft material condition. It also assigns responsibility for the conduct of such inspections.

2. Scope. This instruction is applicable to all Naval Air Force, U.S. Atlantic Fleet units assigned rotary wing assets. Its applicability to Naval Surface Force, U.S. Atlantic Fleet units is in accordance with enclosure (1).

3. Discussion. Naval Air Stations, aviation squadrons, and aviation capable surface ships are all assigned rotary wing assets. Each of them have diverse missions and require differing support. The reorganization of functional wings within Naval Air Force, U.S. Atlantic Fleet was accomplished, in part, to increase the safety, readiness and efficiency of assigned units. Standardization within these units is required to maximize operational readiness and to provide proper emphasis on aviation safety. Such standardization and emphasis can occur only through the centralization of inspection and assistance efforts. While this instruction provides such centralization, it is intended not to usurp the authority of individual operational commanders, but to supplement their existing readiness and safety efforts.

4. Responsibilities

a. Commander Helicopter Wings, Atlantic is assigned overall responsibility for the conduct of such inspections, assist visits, and monitor functions required to ensure the standardization described herein. This responsibility shall include standardization, operations, maintenance, manning levels, both Group IX and aircrew training, and aircraft material condition of assigned helicopters. Scheduling and liaison required to support the visits will be conducted between Commander Helicopter Wings, Atlantic and the appropriate type wing. Direct liaison is authorized with reporting custodians. For those surface warfare units assigned rotary wing assets, visits will be conducted in accordance with enclosure (1).

b. Support for standardization visits and inspections will be provided by the appropriate command to Commander Helicopter Wings, Atlantic upon request.

c. Reports of results of required visits will be in accordance with references (a) through (c). In those instances where an unsatisfactory level of unit readiness or standardization is noted, an appropriate description of the deficiencies shall be forwarded by the designated COMHELWINGSLANT inspector to COMNAVAIRLANT via the squadron/unit Commanding Officer and the normal chain of command.

5. Action. The program described herein is effective upon receipt.

“Signed”
W J. DWER
Chief of Staff

Distribution: (SNDL Parts 1 and 2)

24D1 COMNAVSURFLANT
31 Amphibious Assault Ship (LHA) (LPH)
42A1a COMFAIRCARIB
42B Functional Wing Commanders
42E Type Wing Commanders
42R1b FLECOMPRON 8
42S1a AIRTEVRON 1
42U Helicopter Combat Support Squadrons (HC)
42W Helicopter Mine Countermeasures Squadron (HM)
42BB Helicopter Anti-Submarine Squadrons (HS)
42CC Helicopter Anti-Submarine Squadron Light (HSL)
42HH Helicopter Attack Squadron, Light (HAL)
FA6 NAVAIRLANT Naval Air Stations
FA7 NAVAIRLANT Naval Stations
COMPHIBGRU TWO
COMPHIBRON TWELVE

Stocked:
COMNAVAIRLANT (N02A1)

MEMORANDUM OF AGREEMENT

COMMANDER NAVAL SURFACE FORCE, U.S. ATLANTIC FLEET

AND

COMMANDER NAVAL AIR FORCE, U.S. ATLANTIC FLEET

14 JANUARY 1987

Ref: (a) OPNAVINST 3710.7 series
(b) OPNAVINST 3510.9 series
(c) COMNAVAIRLANTINST 1542.1C
(d) COMNAVAIRLANTINST 5050.4L
(e) COMNAVAIRLANTINST 4730.16L
(f) CNO ltr Ser 549/3U405848 of 10 Jun 83

1. Purpose. To ensure operational standardization, increased combat readiness, improved material condition and a high level of flight safety in all commands assigned Commander Naval Air Force, U.S. Atlantic Fleet aircraft assets operating under the operational command of Commander Naval Surface Force, U.S. Atlantic Fleet.

2. Cancellation. This Memorandum of Agreement cancels Memorandum of Agreement between Commander Naval Surface Force, U.S. Atlantic Fleet and Commander Naval Air Force, U.S. Atlantic Fleet of 12 July 1984.

3. Background. The reorganization of functional wing commands within Naval Air Force, U.S. Atlantic Fleet was accomplished to increase the safety, readiness and efficiency of assigned units. That reorganization created a helicopter wing (COMHELVINGSLANT) in Jacksonville, Florida with program responsibilities for all NAVAIRLANT helicopters. Commander Helicopter Wings, Atlantic, therefore, is uniquely qualified to provide the necessary support/inspections required by this document.

4. Discussion. The nature of organic UH-1N operations and the requirement to provide an aviation maintenance activity on board the LPH/LHA dictates that the air and surface type commanders jointly share the responsibility of ensuring established operational and maintenance procedures/requirements are adhered to and a high level of aviation safety and operational readiness exists. This agreement provides for the interface between Commander Naval Surface Force, U.S. Atlantic Fleet and Commander Naval Air Force, U.S. Atlantic Fleet to effect this cooperative effort. References (a) through (f) are the foundation for this agreement.

a. Reference (a) designates the SAR Model Manager (HELSUPPRON SIXTEEN) with responsibility for establishing SAR procedures and promoting standardization.

Enclosure (1)

b. Reference (b) requires units operating Navy aircraft be given an annual pilot's/aircrew NATOPS evaluation.

c. Reference (c) designates HELSUPPRON SIXTEEN as COMNAVAIRLANT SAR and NATOPS evaluation unit.

d. Reference (d) designates COMNAVAIRLANT with responsibility for conducting CAMSEE Inspections on LHA/LPHs at least once per deployment cycle.

e. Reference (e) designates COMHFLTACWING ONE with responsibility for conducting preand post-deployment Aircraft Material Condition and Special Maintenance Programs Audit on COMNAVSURFLANT LHA/LPHs.

f. References (b) and (f) recommend a formal letter of agreement be utilized to request the services of the COMNAVAIRLANT evaluation units and delineate administrative responsibilities.

5. Responsibilities

a. Amphibious aviation ships are assigned rotary wing assets supported by unit personnel. Standardization within these units is required to maximize operational readiness and to provide proper emphasis on aviation safety. Such standardization and emphasis can be assisted by centralization of inspection and assistance efforts. Accordingly, the following provisions are mutually agreed:

(1) That Commander Helicopter Wings, Atlantic will provide an aviation monitor/inspection function for LPH/LHA ships' helicopter operations per references (a) through (f).

(2) The periodicity of such inspections will be determined by standing requirements. Commander Helicopter Wings, Atlantic and Commander Amphibious Squadron TWELVE (COMNAVSURFLANT Amphibious Readiness/Training Squadron) are the designated TYCOM scheduling agents. Liaison will be conducted between designated action officers prior to initiation of any visit by Commander Helicopter Wings, Atlantic inspection teams.

(3) Inspections will be on a not to interfere basis with deployed units. Deviations from this provision requires the concurrent approval of Commander Naval Air Force, U.S. Atlantic Fleet and Commander Naval Surface Force, U.S. Atlantic Fleet.

(4) Unusual inspection requirements, where necessary, require the concurrent approval of Commander Naval Air Force, U.S. Atlantic Fleet and Commander Naval Surface Force, U.S. Atlantic Fleet.

(5) Aviation Technical Advisory Visits may be requested to assist LPH/LHAs maintain a high state of maintenance/material/operational readiness. The ship, tactical PHIBRON, or PHIBRON TWELVE may request an advisory visit if deficiencies are suspected or identified and outside assistance/expertise is desired. Advisory visits are non-attributive. Reports will be submitted only to the commanding officer for corrective action.

(6) Formal inspection results will be provided to the commanding officer for his information or required action. Written inspection results shall be forwarded to COMPHIBRON TWELVE with copy to COMPHIBGRU TWO and cognizant ship. In those instances where an unsatisfactory level of unit readiness or standardization is noted, an appropriate description of the deficiencies shall be forwarded by Commander Helicopter Wings, Atlantic to Commander Naval Air Force, U.S. Atlantic Fleet and Commander Naval Surface Force, U.S. Atlantic Fleet via the unit commanding officer and the normal chain of command.

(7) That an open exchange of information concerning rotary wing issues will continue to occur between Commander Helicopter Wings, Atlantic; Commander Amphibious Group TWO (COMPHIBRON TWELVE); Commander Naval Surface Force, U.S. Atlantic Fleet; and Commander Naval Air Force, U.S. Atlantic Fleet.

(8) That this Memorandum of Understanding can be canceled at the request of either Commander Naval Air Force, U.S. Atlantic Fleet or Commander Naval Surface Force, U.S. Atlantic Fleet.

WILLIAM F. MCCAULEY
Vice Admiral, U.S. Navy
Commander Naval Surface Force,
U.S. Atlantic Fleet

RICHARD M. DUNLEAVY
Vice Admiral, U.S. Navy
Commander Naval Air Force,
U.S. Atlantic Fleet

Authenticated:

"Signed"
W. J. DWYER
Chief of Staff